views, or other scenery, painted on strong paper, and supported at each end by a roller of bamboo. Thus they are hung up on the walls like our maps. Not being, like in our climes, subject to smoke and other *inpairments*, they last very long, and are therefore executed with much art and care. First-rate artists are engaged in these works, which, with the *Albums*, constitute now their chief occupation.

Amongst those now exhibited at Paris, is one representing the goddess *Kannyin* on a lotus flower; the figure is drawn in large *contour* and proportions, being, as it seems, the work of some Chinese Rubens.

The hitherto position of Chinese painters is a rather curious one, and much dissimilar to that of European artists. They work by *the day*, and are paid *by the day*. Mr. Lamp-Qui alone has dared to break through these rules, and to place himself on the footing of a gentleman. But Mr. L. lives in Canton, where his employers are, to a great extent, Europeans. The poor daubers in the provinces can never follow his example. They get up at daybreak, walk to the *picture manufactory* (!), and work up to the fall of night. The better only, get a couple of hours' leave to go home and smoke their pipe. On the whole, as painting is considered a *manufactorial* occupation, the price of pictures is exceedingly moderate. According to the opinion of Chinese statesmen and literati, however, painting, as well as literature, are on their wane now; and both these *trades* flourished best under the dynasty of *Ming*, a contemporary of Louis XIV. of France. They paint and draw on a superior sort of paper, far surpassing the best Bristol vellum, often, also, on a sort of vegetable pith paper, made from the pith of the *Æschynomene paludosa*, whose making is very curious, but does not come within the province of this journal. Pictures made on this paper look exceedingly mellow and smooth—*carnation*, especially, obtains a great degree of force and *relief*. As the Paris collection contains such rich and well-chosen specimens of Chinese art and industry, the exertions of French *Chinologues*, like Mr. Jullien, &c., will have ample materials for further and, no doubt, interesting researches. J. L.

ARCHITECTS' TROUBLES

COMPETITIONS.

An eminent provincial architect, writing to us on general subjects connected with the profession, makes the following remarks:—

"I am fond of the architectural part of my profession, and, as a matter of simple choice, would prefer devoting my attention to it; but the harass, the annoyance, the spoiling of your designs, the officious intermeddling with your best ideas, the running fight you are obliged constantly to maintain, are such, that were it not for attachment to it, I would eschew it altogether.

My surveying business is conducted with far less trouble, and far more profit. In surveys, consultations, opinions, valuations, measurements, estimates, one's word is law; the clients do not feel competent to dispute your dictum, and if they do, as has been observed on another occasion, you have a thicket of mathematics to retire into, into which they are quite incompetent to follow. Not so with architectural designs. Every ignorant fellow thinks he is quite as competent to put in an opinion as yourself, and will spoil your best designs for the sake of introducing some absurdity of his own. Moreover, he has a very inadequate notion of their cost to you.

One thing I have fully resolved on, and that is to give up contributing to advertised competitions. Professor Hosking has placed the matter in the right point of view, and in future I will be no party to support the system of wholesale plunder which has been carried on so long. Not very long since I obtained a commission for a very large building by competition, but it was conducted in this way:—Several architects were applied to privately, and the plans were to be paid for whether adopted or not. (At least such was the arrangement with me.) The building is now about to be commenced. It is for commercial purposes, fire-proof throughout, and will cost about 20,000*l.*, exclusive of land."

RAILWAY JOTTINGS.

The families of persons killed by accident on railways, through neglect or default of companies or other persons, are now, by the Act 9 & 10 Vict. c. 93, which came into operation on the 26th ult., entitled to sue such companies or persons for compensation, within twelve months of the death of the party killed. The action must be brought in the name of the executor or administrator of the dead, for the benefit of the wife, husband, parent, or child. This is called "Compensation for death by accident,"—a slight misnomer, since no one killed by accident can be ever thus compensated; though it may be some little consolation, certainly, to know, that others interested will. The benefit of the Act does not extend to Scotland.——In a series of able articles, a Cornhill correspondent of the *Times*, under the nom de guerre of "Cato," is engaged in exposing the abuses still prevalent and legalized in our railway system. In a recent article the writer presents statistical details, from which the benefits derivable to companies themselves, no less than to the public at large, from a considerable reduction of the rate of traffic, are placed in a striking light. He points attention to the fact, that while the Birmingham, three years after its opening, had only increased the traffic of the ordinary roads by 1¼ times what it was, the Belgian, with its lower fares, such as those in Scotland, at once increased the previous traffic sixteen fold. And as to the profit derivable to companies themselves from such a traffic, with lower fares, he represents the fact, that on the Glasgow, Paisley, Kilmarnock, and Ayr line, on which the fares of first class passengers are only 1¾d., second class, 1¼d., and third class, ¾d. per mile, the revenue for 1845 was 90,545*l.*, and the expenses only 36,2*cel.* leaving the company themselves a balance of 45,257*l.*, or 60 per cent., free annual profit! "The truth of the matter is," says Cato, "the English companies charge most extravagantly, without having one good ground of justification. They have a monopoly, and that they think is quite enough." They wish in fact to let what they erroneously imagine to be *well*, for themselves, *alone*.——Mr. Bury, the engineer-in-chief of the locomotive department of the Birmingham line, is fitting up some improved water-cranes, with "Underhay's" patent cam valve; thereby simplifying the former mode of supplying the tenders with water.——The post-office authorities having recently asked the directors of the newly amalgamated "London and North Western" whether they could run a mail train between London and Liverpool in five hours, or at an average speed of forty-two miles an hour, including all stoppages, a special train of six carriages was run on Friday week from London to Manchester, fourteen miles short of the distance to Liverpool, within five hours, although a stoppage of nearly thirty minutes occurred during the transit. The desire of the post-office authorities, therefore, can be readily complied with.——The Doncastrians are congratulating themselves on the probable realization of their hopes of planting the "Great Northern" centre at Doncaster, although their Retford neighbours are vieing with them by "petitioning" for the appropriation of the benefit to themselves. The Doncaster station, at all events, is to be a grand affair, if Mr. Cubitt's plan is carried out. "It is intended," says the *Doncaster Gazette*, "that the principal entrance to the station shall be placed on the site of the present Gaol. The buildings will be first rate. Some idea may be formed of their extent and character when it is stated that an area of about thirty-five acres will be required for the works, and the purposes connected with this magnificent undertaking," which will constitute the "grand junction of a number of lines." It is proposed to re-erect the Gaol behind the proposed Town Hall.——The Iron Ruler has had "the heads of several of the first mercantile firms" of the respectable community of Hull at his feet, with a memorial, (sic scribitur), beseeching him to grant them also a grand railway station or terminus, which was lately laid before his Majesty, who, in "a courteous reply to this memorial" stated "that the subject of a new railway terminus at Hull should be taken into serious consideration."——Land along the Edinburgh and Glasgow line has risen in value from less than 5*s.* to more than 30*s.*, and even 40*s.* an acre, annual rent.——The foundation stone of the great viaduct which is to cross the river Ayr, in a deep wooded ravine at Ballochmyle, on the line of the Glasgow, Paisley, Kilmarnock and Ayr line of railway, was laid on Saturday last. It will be three-quarters of a mile in length from bank to bank, and will cost 100,000*l.*——A bridge on the Bruges and Thorout continental railway suddenly gave way on Saturday week, whilst workmen were employed in rasing it, at any rate, to its foundation, which was originally bad. One man was killed, and several were extricated from the ruins very much injured.

The electric telegraph between Brussels, Malines, and Antwerp was opened *to the public* for individual communications on the 9th instant. The charges are fixed at 50 c. from one to twenty words, 10 c. for the reply, and 50 c. for communicating it to the residence of the inquirer.——By the way, the scale of charge for telegraphic messages on the South Eastern Railway has been also published:—Minimum charge, 5*s.* for a message of twenty words; charge to Tonbridge, 5*s.*; to Maidstone, 7*s.* 6*d.*; to Folkestone and Canterbury, 10*s.* 6*d.*; to Dover, 11*s.*; to Ramsgate 12*s.* 6*d.*——Mr. Morse, of America, has communicated to the Academy of Sciences at Paris, the following list of electro-telegraphic lines already established in the United States:—

	Miles.
Albany to Buffalo	350
New York to Boston	220
Ditto to Albany	150
Ditto to Washington	230
Washington to Baltimore	40
Baltimore to Philadelphia	97
Philadelphia to New York	88
New York to Newhaven	84
Newhaven to Hartford	30
Hartford to Springfield	20
Springfield to Boston	98
Albany to Rochester	252
Total	1,659

Mr. Morse states, that the electric telegraph is now the chief mode of transmitting all the news of the Government, and the important correspondence of merchants, and of the public generally. Its influence has, he says, been already felt by the press. The journals of the large towns, which were taken in the country on account of their giving the most recent news, have lost a great number of subscribers, whilst there has been a very large increase in the circulation of the journals of the small towns near the extreme points of the telegraphs. The extent of the lines of electric telegraph in France is very small, compared with the account given by Mr. Morse, and very slow progress has been made by the Government committee on telegraphs, at the head of which is M. Arago: this committee is to report on the various systems of telegraphic communication, particularly those of Mr. Morse and Mr. Baio, of Edinburgh, which have been submitted to it.

ARCHITECTURAL SCHOOLS OF DESIGN.

Mr. Editor,—I take the liberty of addressing myself to you on a subject which I consider is one of the greatest importance to all students who are desirous of distinguishing themselves in their profession. The want of an institution to which the architectural student might resort, established exclusively for the study of architecture, must be felt by almost all of us. True, it may be argued there are schools of design already established, but I would inquire,—Do they teach architecture as an art? is it not considered in a secondary light, if not passed over altogether? for instance, the Government School of Design,—do they teach architecture there? I think not; they *profess* to have a master for architectural students, but what is the architecture they teach? Copying ornamental drawings, and perhaps a little of perspective; in fact, *that* they are very sparing with. I myself belonged to that school (the morning school) for six or seven months, and what did I learn? to copy ornamental drawings and the figure, which are all very well in their way, but not every thing to the architectural student, and as a proof of the manner in which architecture is slighted, I requested of the director permission to attend the evening

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